**GFO-22-609**

**Responsive, Easy Charging Products With Dynamic Signals (REDWDS)**

**Addendum 1**

**April 14, 2023**

The purpose of this addendum is to notify potential applicants of changes that have been made to GFO-22-609. The addendum includes the following revisions to the solicitation documents specified.

Note: Added language appears in **bold underlined** font. Deleted language appears in [~~strikethrough]~~ within brackets.

## **Solicitation Manual**

1. **Cover Page**

Updated:

**Addendum 1**

**April 2023** [~~March 2023~~]

1. **Page 6, Section I.D Key Activities and Dates**

Updated:

|  |  |
| --- | --- |
| **ACTIVITY** | **ACTION DATE** |
| Solicitation Release | March 10, 2023 |
| Pre-Application Workshop\* | March 23, 2023 |
| Deadline for Written Questions\* | March 29, 2023 |
| Anticipated Distribution of Questions/Answers |  Week of April 17, 2023  |
| **Deadline to Submit Applications by 11:59 p.m.\*** | **Friday May 26, 2023** |
| Anticipated Notice of Proposed Awards Posting  | July 2023 |
| Anticipated CEC Business Meeting  | October 2023 and later |
| **Phase 1 Project Completion Deadline** | **March 31, 2026** |
| **Phase 2 (optional) Project Completion Deadline** | **March 31, 2029** |

1. **Page 10, Section II.A Eligibility**

Updated:

This solicitation is open to:

* Electric vehicle service providers (EVSPs) and charging network companies
* Electric vehicle supply equipment (EVSE) manufacturers
* Electric vehicle charging software and**/or** hardware providers
* Automation service providers that manage or aggregate charging
* Vehicle manufacturers
1. **Page 13, Section II.B.1-2 Project Requirements**

Added parentheses:

**(**Given ISO 15118 Ready requirements in CEC’s block grant projects, EVSE products should be capable of using ISO 15118 to retrieve energy and departure time requests from compatible vehicles**)**.

1. **Pages 14-15, Section II.B.2-1 Project Requirements**

Updated:

**Exceptions apply:**

* A deployment installing one new bidirectional EVSE equals 2.5 credits.
* A deployment installing one new higher-power EVSE or charging hardware unit (greater than 22 kilowatts) equals 1 credit for every 4.5 kilowatts of charge power capacity whether unidirectional or bidirectional**, up to a maximum of 12.5 credits.** Higher-power EVSE used for public fast charging is **not eligible** under this provision. **Public fast charging is defined as one or more EVSE (or other charging hardware) open to the general public and primarily serving customers with short dwell times.**
* **Only one of the above exceptions may apply to a deployment. For example, a deployment installing one new 30 kW bidirectional EVSE may count as either 2.5 credits (as a bidirectional EVSE) or 30/4.5 = 6.67 credits (as a higher-power EVSE).**
* **A deployment installing bidirectional EVSE serving one or more school buses will earn 0 deployment credits.10**

(Footnote 10: **Projects interested in deploying bidirectional EVSE for school buses should consider applying to** [**GFO-22-612**](https://www.energy.ca.gov/solicitations/2023-04/gfo-22-612-electric-school-bus-bi-directional-infrastructure) **Electric School Bus Bi-Directional Infrastructure.**)

Each deployment shall only count as one deployment type.[~~For example,]~~ **Example 1:** Some companies produce both charging station management systems and chargers. If such a company installs one new 9 kilowatt charger at a site and connects the charger to their charging station management system, that deployment accrues 1 credit (either as one EVSE connected to their charging station management system or one new EVSE).

**For products which communicate with both the vehicle and EVSE (or other charging hardware product), the number of EVSE (or other charging hardware products) deployed shall be used for deployment credit calculations. Example 2: A charging product connects to both vehicle telematics systems and EVSE. The project deploys the product at a fleet lot by connecting the product to the site’s 10 existing EVSE and 17 existing fleet vehicles. This counts as 10 deployment credits.**

**~~[Sample Calculation:]~~** **Example 3:** A project deploying a charging station management system could meet the 100 credit minimum by connecting 80 existing EVSE and installing 8 new bidirectional EVSE (totaling 80 + 8\*2.5 = 100 credits with 88 deployments).

1. **Page 15, Section II.B.2-2 Project Requirements**

Updated:

Deployments must span at least three [~~distinct California]~~ electric [~~utility]~~ customer accounts at unique service addresses.

1. **Page 15, Section II.B.2-3 Project Requirements**

Updated:

At least 50 percent of deployments must be in a disadvantaged, [~~or~~] low-income**, or both disadvantaged and low-income** community based on the [California Climate Investments Priority Populations 2022 CES 4.0 map](https://webmaps.arb.ca.gov/PriorityPopulations/).

1. **Page 15, Section II.B.2-5 Project Requirements**

Updated:

Any EVSE funded through this solicitation must be: Safety certified by a Nationally Recognized Testing Laboratory **prior to deployment at a customer site.**

1. **Page 18, Section II.B.3-5 Project Requirements**

Updated:

**A product is considered “deployed” with a customer if it is installed, active, and collecting data.**

1. **Page 19, Section II.B.3-7 Project Requirements**

Updated:

**Under AB 2061, uptime recordkeeping and reporting standards shall not apply to charging stations installed at residential real property containing four or fewer dwelling units.**

1. **Page 20, Section II.B.4-2 Project Requirements**

Updated:

**Deployments integrated with onsite renewable generation may exclude any charging energy supplied entirely by onsite renewable generation from the hour of consumption requirements specified in section 3.II.b above. It is incumbent on the grant recipient to provide evidence indicating that charging energy is supplied entirely by onsite renewable generation (e.g., photos, site wiring diagrams, inverter data, site controller data, and/or sub-hourly charging data). The CAM, in their sole discretion, will determine whether charging energy is supplied entirely by onsite renewable generation such that that energy may be excluded from the hour of consumption requirements.**

1. **Pages 20-21, Section II.B.5-1 Project Requirements**

Updated:

At least 50 percent of deployments must be in a disadvantaged, [~~or~~] low-income**, or both disadvantaged and low-income** community based on the [California Climate Investments Priority Populations 2022 CES 4.0 map](https://webmaps.arb.ca.gov/PriorityPopulations/).

1. **Page 21, Section II.B.5-3 Project Requirements**

Updated:

Any EVSE funded through this solicitation must be: Safety certified by a Nationally Recognized Testing Laboratory **prior to deployment at a customer site.**

1. **Page 24, Section II.D Match Share Restrictions**

Updated:

***Other Sources of CEC Funding and Federal Corridor Funding*** – Other sources of CEC funding **or federal corridor funding**, including but not limited to funding from **the Charging and Fueling Infrastructure Corridor Program, California’s National Electric Vehicle Infrastructure Formula Program,** CALeVIP, EnergIIZE, and similar block grants, may not be claimed as match share.

1. **Page 26, Section II.E Unallowable Costs**

Updated:

***Utility-provided electrical upgrades and funding*** – For example, expenses that are already or to be paid for through a utility program, tariff, or other ratepayer funding. This includes ratepayer **or Low Carbon Fuel Standard** funded [~~enrollment]~~ incentives.

1. **Page 29, Section III.D Application Form**

Updated:

Applicants must include a completed Application **Form**.

1. **Page 32, Section III.D Project Narrative**

Updated:

9a. Phase 1 Customer Deployment Plan. Describe plans for meeting or exceeding minimum Phase 1 deployment requirements described in Section II.B and ensuring success with the customer. Describe: … **Plans to ensure sustained customer value beyond the project term.**

1. **Page 33, Section III.D Project Narrative**

Updated:

14a. Phase 2 Customer Deployment Plan (only for applications with a proposed Phase 2). Describe plans for meeting or exceeding minimum Phase 2 deployment requirements described in Section II-B and ensuring success with the customer. Describe: … **Plans to ensure sustained customer value beyond the project term.**

1. **Page 46, Section IV.E Evaluation Criteria**

Updated:

9a. Phase 1 Customer Deployment Plan. Applications will be evaluated on the degree to which the Applicant describes: … **Plans to ensure sustained customer value beyond the project term.**

1. **Page 49, Section III.D Project Narrative**

Updated:

14a. Phase 2 Customer Deployment Plan (optional). Applications will be evaluated on the degree to which the Applicant describes: … **Plans to ensure sustained customer value beyond the project term.**

## **Scope of Work (Attachment 02)**

1. **Page 15**

Updated:

*1 credit per 4.5 kW of charge power capacity****, up to 12.5 credits per deployment***

## **Schedule of Products and Due Dates (Attachment 03)**

1. **Task 1.10 Handling CEC Or Third-Party Confidential Information and Personal Information**Added Task1.10 to mirror Scope of Work:

|  |  |  |
| --- | --- | --- |
| **1.10** | **Handling CEC Or Third-Party Confidential Information and Personal Information** |  |
|  |  | **Signed non-disclosure agreement from Contractor and Subcontractor employees** | **<Insert Date prior to Task 3 (Deployment)>** |
|  |  | **Signed Information Security Program Plan Attestation Form** | **<Insert Date prior to Task 3 (Deployment)>** |
|  |  | **Employee Security Awareness Training Certificates** | **<Insert Date prior to Task 3 (Deployment)>** |
|  |  | **Verification of destruction of confidential information and personal information** | **<Insert Date prior to Task 3 (Deployment)>** |

## **Special Terms & Conditions (Attachment 09b)**

1. **Pages 1-2**

Updated:

**Deployments integrated with onsite renewable generation may exclude any charging energy supplied entirely by onsite renewable generation from the hour of consumption requirements specified in section 3.II.b above. It is incumbent on the grant recipient to provide evidence indicating that charging energy is supplied entirely by onsite renewable generation (e.g., photos, site wiring diagrams, inverter data, site controller data, and/or sub-hourly charging data). The CAM, in their sole discretion, will determine whether charging energy is supplied entirely by onsite renewable generation such that that energy may be excluded from the hour of consumption requirements.**

**Angela Hockaday,**

**Commission Agreement Officer**